

ATTORNEY DOCKET NO.
MAV-005

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2

Please amend the Specification as follows:

The paragraph on page 17, lines 5-18 should read:

Crankcase 565 houses a one-way valve 501 503 that is gaseously interconnected with a carburetor 502. One-way valve 501 503 operates in a manner similar to an intake valve of a conventional 2-stroke engine. A rotary valve or a piston valve similar to the type that is employed in two-stroke engines, may also be provided in place of the one-way valve 501 503. Fuel-air mixture is inducted through the one-way valve 501 503 as piston 540 moves upwards. When piston 540 moves down subsequently, annular opening 544 is aligned with charge passageway 562 thereby allowing the fuel-air mixture to flow from crankcase chamber 561 into valve train chamber 563. Upon entry into valve train chamber 563, the fuel-air mixture, together with any oil that may have been optionally added to the fuel-air mixture, travels upwards through the passages 567 around the intake valve guide 564 into the intake port 568 before entering combustion chamber 566. This fuel-air flow from crankcase chamber 561 into combustion chamber 566 constitutes a supercharging function in engine 500. During both the exhaust and the compression strokes of engine 500, annular opening 544 is not aligned with passageway 562, thereby preventing the flow of fuel-air mixture from exiting the valve train chamber 561.